

## REMARKS

Claims 1, 3-28 are pending in the application. Claims 9-13 and 15-23 have been withdrawn from consideration by the Examiner as being the subject of a non-elected invention. However, as claim 1 is generic, consideration of the withdrawn claims is earnestly solicited should claim 1 be allowed. With this amendment, new claims 29-35 have been added to further define the invention and claims 27 and 28 have been canceled with the limitations thereof added to claim 26 to further define the invention.

Claims 1, 3, 5, 6, 14 and 24-27 have been rejected under 35 U.S.C. §102(b) as being anticipated by Baird (U.S. Publication No. 2001/0054815). Claim 28 has been rejected under 35 U.S.C. §103(a) as being unpatentable over Baird. The Examiner states that Baird teaches landing gears 101, 102, that are connected by shafts 11, 19, which are telescoping via the electric motor 13 (should be 23), with hollow, tubular driveshaft 13 fixed with, and rotates with, the shafts as shown in FIGS. 3a and 3c.

It is respectfully submitted that the Baird reference cannot teach or suggest independent claim 1. As stated therein, a driveshaft of the motor directly engages with the connecting shaft which interconnects both landing gears.

Conversely, Baird teaches a drive mechanism with an electric motor 23 fixed to drive shaft 13 which extends into the gear housing and meshes with a two-speed reduction gear head, as illustrated in FIG. 3c. The Baird motor is utilized instead of a manual crank handle 10 which is removably attached to driveshaft 13 via a bolt as stated in paragraph [0032]. The connecting shaft with numeral 11 extends between both landing gears.

There is no teaching within the four corners of the Baird reference for an engagement of the motor driveshaft directly with the connecting shaft 11. Baird only teaches bringing the motor in engagement with drive shaft 13 more or less directly via connecting elements. Thus, Baird teaches away from Applicants' independent claim 1 which claims a driveshaft of the motor directly engages with the connecting shaft.

As stated hereinabove, in paragraph 2 of the Office Action, the Examiner states that the Baird landing gears are connected by shafts 11 and 19 which are telescoping via electric motor 13 (should be reference numeral 23). In paragraph 5, the Examiner maintains that drive shaft 13 is directly connected to, and so rotates with, connecting shafts 19, 11, as depicted in FIG. 3c.

It is respectfully submitted that the Examiner misunderstands the flow of forces according to the Baird reference. As clearly illustrated in FIG. 3c, the flow of forces always runs from drive shaft 13 through gear head 103 of first landing gear 101 and via connecting shaft 11 to the gear head 103 of the second landing gear. In order to change speeds, there are means and a control mechanism to displace the output shaft, connecting shaft 11, axially whereby an inboard or outboard position of drive shaft 13 is connected.

The problem of adjusting the motor to the typically two-speed gearbox, disclosed by Baird, is solved according to the present invention by arranging the motor on the connecting shaft behind the gear box. This feature leads to a simple construction of the landing gear according to the invention as set forth in the specification on page, 4th full paragraph.

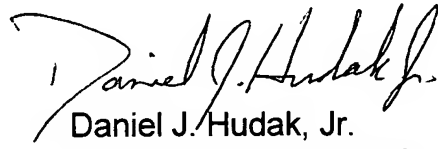
A further advantage according to the arrangement of the present invention is that the motor is mounted in a protected area between the landing gears as shown in the drawings and set forth in the specification on page 2, fifth full paragraph. New claims 29-35 have been added in order to claim this advantage of the invention. Independent claim 29 is based upon independent claim 1 with the additional language that the motor is located between the landing gears. The added dependent claims are based upon claims 3-8 and 14. Accordingly, no new matter has been added.

Baird cannot teach or suggest in addition to the features mentioned above with respect to claim 1, wherein the motor is mounted in a protected area between the landing gears as claimed. Baird shows a motor adapted to the drive shaft 13 instead of the manual crank handle 10 which is always located on the outside of the landing gear which can be torn off easily while driving.

It is respectfully submitted that the claims are in condition for allowance and a notice of such is earnestly solicited. Should the Examiner have any questions regarding this response, a telephone call to the undersigned is greatly appreciated in order to expedite allowance of the application.

Respectfully submitted,

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A handwritten signature in dark ink, appearing to read "Daniel J. Hudak, Jr.", is written over the printed name.

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Attorney Docket No.: FMW-BI (J 240 US)